

Baltimore & Ohio Railroad: Mount Royal
Station Trainshed
1400 Cathedral Street
Baltimore
Baltimore County
Maryland

HAER No. MD-29

HAER
MD,
4-BALT,
128-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

ADDENDUM
FOLLOWS...

Historic American Engineering Record
National Park Service
Department of the Interior
Washington, D. C. 20240

HISTORIC AMERICAN ENGINEERING RECORD

HAER
MD,
4-BALT,
128-

Baltimore and Ohio Railroad: Mount Royal Station Trainshed

HAER No. MD-29

Location: 1400 Cathedral Street
Baltimore, Baltimore City, Maryland

Dates of Construction: 1894-96; remodeled 1965

Builder/Designer: Baldwin & Pennington, architects

Original Use: Depot

Current Use: Art school/museum

Present Owners: The Maryland Institute
1300 Mount Royal Avenue
Baltimore, Maryland

Significance: When it opened in 1896, the Mount Royal Station and Trainshed was one of the best examples of the harmonious blending of engineering and aesthetic values in an urban environment. Sited at the north end of the Howard Street Tunnel, entirely within the open cut between it and the Mount Royal Station, it was both unobtrusive and convenient. The shelter provided by this below-grade site, combined with the trainshed, made the Mount Royal Depot a hospitable embarkation point in foul weather. The city of Baltimore used the depot as its official welcoming point to greet distinguished visitors, including several Presidents, British Prime Minister Ramsay MacDonald, Cardinal Gibbons, and Queen Marie of Romania. The trainshed which was partly responsible for the generally commodious environment was one of the last gable roof trainsheds built in America. Like the station, it was of a smaller, less monumental scale than the large balloon sheds which were becoming fashionable at the time. It was a monument, however, in providing a sense of intimacy in an otherwise overwhelming urban environment.

The trainshed, at the rear of the station, virtually fills the area between two tunnels and provides a shelter access to the trains. It is a steel frame, gable roof structure that originally covered an area of 71 x 420 feet. The shed has been somewhat shorted at the southern end by the removal of several bays.

Baltimore and Ohio Railroad:
Mount Royal Station Trainshed
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Significance, cont'd. The roof is supported on a series of trusses with arched lower chords connected longitudinally by I-beams. A central monitor supported by smaller, similar trusses runs the length of the ridge. All connections are of the modern riveted type. The wooden sheathing on timber purlins is covered with asphalt roll roofing. An elaborate wrought iron screen fronts the trainshed on the north side.

References:

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Meeks, Carroll L. V. The Railroad Station - An Architectural History. New Haven, Conn.: Yale University Press, 1956.

Noland, Cornelia. "From Tracks to Torsos."
The Washingtonian. October 1966.

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Condit, Carl. American Building Art: 19th Century. New York: Oxford University Press, 1960.

Transmitted by:

Jean Yearby, 1984, from data compiled by Dennis M. Zembala, Historian, 1970

Addendum to:

BALTIMORE & OHIO RAILROAD:

MOUNT ROYAL STATION TRAINSHED

(Mount Royal Station Trainshed)

1400 Cathedral Street

Baltimore

Maryland

HAER No. MD-29

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PHOTOGRAPHS

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BALTIMORE & OHIO RAILROAD:
MOUNT ROYAL STATION TRAINSHED
(Mount Royal Station Trainshed)
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Data pages 1 and 2 were previously transmitted to the Library of Congress.
This is data page 3.

INVENTORY OF PHOTOGRAMMETRIC IMAGES

The glass photogrammetric plates listed below are not reproducible except with special permission. However, reference prints and film copy negatives have been made from the plates indicated by an asterisk (*) and are included in the Library of Congress collection of formal HABS/HAER photographs.

- 8 5" x 7" glass plate negatives (4 stereopairs) produced by Perry E. Borchers of the Ohio State University in 1970.

One survey control contact print from each plate; survey control information for each pair.

LC-HAER-GS05-1-301L	EAST SIDE OF STATION AND TRAINSHED--LEVEL
LC-HAER-GS05-1-301R *	EAST SIDE OF STATION AND TRAINSHED--LEVEL
	Left and right overlap: 85%
LC-HAER-GS05-1-302L *	EAST SIDE OF STATION AND TRAINSHED--INCLINED AND CONVERGENT (Holes in emulsion)
LC-HAER-GS05-1-302R	EAST SIDE OF STATION AND TRAINSHED--INCLINED AND CONVERGENT (Holes in emulsion)
	Left and right overlap: 90%

BALTIMORE & OHIO RAILROAD:

MOUNT ROYAL TRAINSHED

HAER No. MD-29

Data (Page 4)

LC-HAER-GSD5-1-303L *

TRAINSHED AND STAIRWAY, VIEW FROM SE

(Holes in emulsion)

LC-HAER-GS05-1-303R

TRAINSHED AND STAIRWAY, VIEW FROM SE

(Holes in emulsion)

Left and right overlap: 95%

LC-HAER-GS05-1-304L *

LOOKING SOUTH UNDER EAST OVERHANG OF

TRAINED--LEVEL

LC-HAER-GS05-1-304R

LOOKING SOUTH UNDER EAST OVERHANG OF

TRAINED--LEVEL

Left and right overlap: 90%

PROJECT INFORMATION STATEMENT

Photogrammetric images were incorporated into the HABS/HAER collections in the summers of 1985 and 1986. Inventories of the images were compiled and filed as data pages for each structure recorded. Since the glass photogrammetric plates are not reproducible except with special permission, a reference print and film copy negative were made from one plate of each stereopair and from the most informative plates in sequential sets. The reference prints and copy negatives were then incorporated into the formal HABS/HAER photograph collections.

The Photogrammetric Images Project was a cooperative endeavor between the HABS/HAER Division of the National Park Service and the Prints and Photographs Division of the Library of Congress. The reference prints and film copy negatives of the original plates were made by the Library of Congress Photoduplication Service with funds provided by the Library of Congress Flat Film Preservation Fund. Additional reproductions were made by HABS/HAER. The project was supervised by HABS/HAER Architect John A. Burns, AIA, and completed by HABS Historians Jeanne C. Lawrence (University of London) in 1985 and Caroline R. Alderson (Columbia University) in 1986.